

Oceanic Steamship Company

S.S. "SIERRA"

Leave S. F. Arrive Hon. Leave Hon. Arrive S. F.
 NIPPON MARU APRIL 23 5 P. M. SIERRA APRIL 26 10 P. M.
 MAY 11 10 P. M. SIERRA MAY 14 10 P. M.
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Best first class, single, S. F. \$110 first class, round trip, San Francisco.

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Pacific Mail Steamship Co.,

Shippers of the above company will call at Honolulu and leave this port on or about the dates mentioned below:

FOR THE ORIENT. FOR SAN FRANCISCO.

S. S. Mongolia April 16 S. S. Persia April 16
 S. S. Persia May 11 S. S. Korea April 23
 S. S. Korea May 16 S. S. Siberia May 7

H. Hackfeld & Co., Ltd., agents

TOYO KISEN KAISHA

Shippers of the above company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT. FOR SAN FRANCISCO.

S. S. Nippon Maru April 23 S. S. Shinyo Maru April 30
 S. S. Tenyo Maru April 30 S. S. Chiyo Maru May 28
 S. S. Shinyo Maru May 24

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Matson Navigation Company

Direct Service Between San Francisco and Honolulu.

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 S. S. Wilhelmina April 16 S. S. Wilhelmina April 24
 S. S. Honolulu April 23 S. S. Honolulu May 1
 S. S. Lurline May 8 S. S. Lurline May 14

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Oahu Railway Time Table

Outward.

For Wahiawa, Wahiawa, Kahuku and Way Stations—7:15 a. m., 8:20 p. m.
 For Pearl City, Ewa, Mili and Way Stations—7:30 a. m., 8:35 p. m.
 *11:30 a. m., 12:35 p. m., 3:20 p. m.
 *5:15 p. m., 8:30 p. m., 11:15 p. m.
 For Wahiawa and Lelehu—7:10 a. m., 8:15 p. m., 11:20 p. m., 12:30 p. m., 11:15 p. m.

Inward.

Arrive Honolulu from Kahuku, Wahiawa and Wahiawa—7:36 a. m., 8:31 p. m.
 Arrive Honolulu from Ewa, Mili and Pearl City—7:45 a. m., 8:36 a. m., 11:02 a. m., 1:10 p. m., 4:26 p. m., 5:31 p. m., 7:30 p. m.
 Arrive Honolulu from Wahiawa and Lelehu—8:15 a. m., 11:40 p. m., 11:51 p. m.

The Honolulu Limited, a two-hour train, only first class tickets, leaves Honolulu every Sunday at 8:36 a. m.; returning, arrives in Honolulu at 10:10 p. m. The Limited stops only at Pearl City and Wahiawa outward, and Wahiawa, Waipahu and Pearl City inward.

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WATERFRONT NEWS

HERE AND THERE

President Dearborn Talks on A-H. Plans.

George S. Dearborn of New York, president of the American-Hawaiian Steamship Company, who recently visited the Canal, is a champion of free canal tolls for American coastwise vessels. He says the transcontinental route will lose through business by canal competition, but will more than make it up on back hauls to the interior, and outlines his company's plans to take advantage of the new route when it is thrown open in about a year and a half.

This prominent figure for three years in New York-San Francisco ocean trade says his company, which is now using twenty steamers, two of which are chartered, is building five more and will shortly let contracts for six steamers of its own, each of an average dead freight tonnage of 10,000 for use when the Panama Canal opens in coastwise trade between the Atlantic ports and San Francisco, the other ports of the Pacific and Hawaii.

This means over a \$22,000,000 investment.

"The canal will increase the importance of every Pacific Coast port as a jobbing center. That means, you know, more back hauls of freight for the roads. In the long run they will earn more money with the canal open than they are doing now, because the canal means a wonderful development in trade and population."

Dearborn thinks American vessels in the coastwise trade should not be charged any canal tolls.

"When Hawaii was annexed and the coastwise navigation laws extended there, that act made possible the creation of the American-Hawaiian Steamship Company, because they could thus be maintained a steady volume of freight from this side to the Atlantic ports. Prior to that time the return cargoes were not steady the year round. That shows what can be done for coastwise trade. Make the canal as cheap as possible for coastwise trade and we will all see a wonderful development in short order."

Dearborn Had Clipper Ships in Their Day.

Later he maintained plan steamers via Manhattan Street, when the time between New York and San Francisco was sixty days. When he began using the Tehuantepec road on a connection the time was cut to thirty days. He says the canal will cut the time to nineteen or twenty days.

That Pacific Coast owners are not overlooking possibilities in connection with the opening of the Panama Canal is indicated by the activity of well-known shipping firms in placing orders for vessels to increase their coastwise fleets. In several cases the size of the steamers ordered reveal the fact that some of the owners have ambitions to enter the coast-to-coast traffic, carrying lumber from the North Pacific to the Atlantic and returning with general merchandise cargoes.

Over a score of modernized wooden steam schooners are being built at the shipyards along the coast, while several steamers of steel construction and greater capacity are under way at Atlantic yards. One of the latter is the Columbia, ordered by Wilson Bros. & Co., which will soon leave the ways at Wilmington, Del. This vessel will be ready in July, when she will leave Philadelphia for San Francisco with general merchandise. She is 274 feet long, 41 feet beam, with a molded depth of 29.8 feet. Upon her arrival the Columbia will be placed in service between San Francisco and Gray's Harbor in conjunction with the steam schooners Svea and G. C. Lindner. She will be fitted to accommodate seventy-five passengers and the furnishing and equipment will be first-class in every respect.

Coast Companies Plan Increase in Fleets.

The fourth half-yearly report of the Mitsui Bussan Kaisha, Ltd., for the period ending October 31st, 1911, has been published. The net profits of the half-year were 2,918,029.35 yen, which with a balance brought forward from last term of 315,665.11, makes a total of 3,233,694.46 yen.

At the general meeting of the shareholders held in the head office of the company at Tokyo on January 15th of the present year the following appropriation was made: Legal reserve 150,000 yen, special reserve 1,500,000 yen, dividends 800,000 yen. The balance carried forward was 284,285.46 yen.

Big Plans for Seattle Drydock.

Seattle's new drydock will be a monster according to statements made by officers in the Matson Navigation steamship Hyades, which reached Honolulu this morning after a fair trip down from the Sound. The new drydock is to be of such size as to accommodate any vessel that may visit the Sound country with the exception of the very latest battle-towers.

During the stay of the Hyades at Seattle it was predicted that the dock would cost a half-million to complete and it is expected to be ready for business by the end of the year if all goes well in its construction.

Million-Dollar Blaze at Manila.

Fire at Manila on March 31st caused loss to the amount of one million dollars through the destruction of the immense storage plant of the Standard Oil Company, which occupied a commanding location on the Pasig river. For a time the shipping of the port was endangered by the burning oil which sought an outlet on the surface of the river. Three large petroleum warehouses and another used in the storage of gasoline were burned. The fire which broke out in the morning continued throughout the day and far into the night.

PASSENGERS BOOKED

Per stmr. W. G. Hall, for Kaula ports, April 11.—Marion Hastie, G. N. Wilcox.

Per stmr. Claudine, for Hilo and way ports, April 12.—Miss Edith Dun, Elizabeth Scully, Miss Collins, Miss B. H. Thomas, C. W. McClanahan, W. H. Hubbard, M. Jacob, Tan Lo, Elder Paek, Elder Cowney, Elder Warner, Elder Wright, A. V. Peters.

Per stmr. Mauna Kea, for Hilo, via way ports, April 16.—W. Olsteth, J. T. Moir, Mrs. Barrett and daughter, Mrs. Morris, Col. Saml. Johnson, J. B. Castle, Mrs. Mason, Mrs. Patton, E. N. Holmes, Mr. and Mrs. R. W. Patton, Miss M. Lyman, L. E. Penman, F. E. Richardson, Mr. Vogle, A. R. Mitchell, Mrs. F. W. Taylor, Mrs. R. Horner, C. A. Stoble.

Per stmr. Kinau, for Kaula ports, April 16.—Rev. Dr. Scudder and wife.

TRANSPORT SERVICE

Buffalo, arrived Manila Feb. 2. Logan, from San Francisco April 5. Sherman, from Honolulu for San Francisco, April 5.

Sheridan from Honolulu for San Francisco, Arrived April 7. Crook, at San Francisco. Buford, at San Francisco. Warren Stationed at the Philippines. Thomas, sailed for Manila from Honolulu March 14.

CROWS MAKE WEATHER.

The British government has found it necessary to set up a weather-ship to observe the shifting weather which it maintains on the Isle of Wight, one of the sunniest places in the British Isles. The crows gathered about in such flocks that they shaded the sensitive instruments and made them register cloudy weather when it was really sunny. The crows keep at a distance now and the records are again accurate.

COLDS CAUSE HEADACHE

LAXATIVE BROMO-QUININE, removes the cause. Used the world over to cure a cold in one day. E. W. GROVES' signature on each box. Made by WALKER MEDICINE CO., Saint Louis, Mo., U. S. A.

NEW TRANS-PACIFIC STEAMSHIP LINE Mooted.

That a direct steamship service between Portland and the Far East, the very thing for which local shippers have been clamoring, will be inaugurated by the Frank Waterhouse Company next summer, is the chief news given out by officers of the trans-Pacific liner Suverie, which arrived at Portland, Ore., from Manila recently.

At the start there will be two steamers placed in direct commission out of Portland, each having accommodations for about 250 passengers and 15,000 tons of general cargo. Their speed is placed at between 16 and 17 knots an hour, which means that they will compare favorably with any vessels engaged in the Oriental trade on this coast. The service will be started in August.

One of the steamers of the new line which will be the first to arrive, says the Portland Telegram, is the British steamship Hyetrie, just turned out in Glasgow yards and recently launched. The second steamer is under construction at the same yards and about half built. She will be a sister steamer of the Hyetrie and it is announced that when they arrive around on this coast neither will call in at the Sound on the outward or return trips after they begin operating from Portland.

Captain Williams, a navigator well known on this coast, will have command of the Hyetrie. As yet no name has been chosen for the other steamer which is under construction. While they are owned by Andrew Weir, of Glasgow, the steamers will be operated by the Frank Waterhouse Company, the same corporation that handles all of the West coast Pacific waters. The Hyetrie is expected to arrive on her maiden voyage in July.

While the Hyetrie and her sister steamer are running direct between Portland and the Orient it is understood that the steamers flying the Waterhouse flag now on the route will continue to call in at Portland, they affording something like the same schedule as at present. The Kamorie, however, will be withdrawn from the trans-Pacific trade and will go in service for the White Star Line. It is stated that she will not return to this coast.

But with her withdrawal the Pacific Coast fleet will still be made up of the Suverie, Lacerie, Bynerie and the steamer now being built. The first two named will come into Portland via Puget Sound ports and afford a quick passage to Manila and way ports each month. It will be the first time that a passenger line has been run from Portland direct to the Orient in years.

RUSSIAN LAKES RISING.

During the last twenty years the lakes of Russian Central Asia have shown a steady rise of water level. Within this period, or since 1885, the Sea of Aral has risen about 5-1/2 feet. The phenomenon has accompanied a period of augmentation of rainfall.

MOVEMENTS OF MAIL STEAMERS

VESSELS TO ARRIVE

Friday, April 12.
 Kona and Kau ports—Kilauea, stmr. Saturday, April 13.
 Hilo via way ports—Mauna Kea, stmr.
 San Francisco—Logan, U. S. A. T. Sunday, April 14.
 Maui, Molokai and Lanai ports—Mikahala, stmr.
 Kaula ports—Kinau, stmr. Tuesday, April 16.
 Hongkong via Japan ports—Persia, P. M. S. S.
 San Francisco—Wilhelmina, M. N. S. S.
 San Francisco—Mongolia, P. M. S. S. Wednesday, April 17.
 Hawaii via Maui ports—Claudine, stmr.
 Kaula ports—W. G. Hall, stmr. Saturday, April 20.
 Salina Cruz via San Francisco and Soud ports—Mexican, A-H. S. S. Hilo via way ports—Mauna Kea, stmr. Sunday, April 21.
 Kaula ports—Kinau, stmr. Tuesday, April 23.
 Hongkong via Japan ports—Korea, P. M. S. S.
 San Francisco—Nippon Maru, Jap. stmr. Australia ports via Auckland—Marama, C-A. S. S. Kona and Kau ports—Kilauea, stmr. Wednesday, April 24.
 Vancouver and Victoria—Zealandia, C-A. S. S. Hawaii via Maui ports—Claudine, stmr. Kaula ports—W. G. Hall, stmr. Friday, April 26.
 San Francisco—Sierra, G. S. S. Saturday, April 27.
 Hilo via way ports—Mauna Kea, stmr. Tuesday, April 30.
 San Francisco—Tenyo Maru, Jap. stmr. Hongkong via Japan ports—Shinyo Maru, Jap. stmr.

VESSELS TO DEPART

Thursday, April 11.
 Salina Cruz via Kaunapali, Kaula and Hilo—Missourian, A-H. S. S. San Francisco via Mahukona—R. P. Ribot, Am. bk. Kaula and Mahukona—Lurline, M. N. S. S. Kaula ports—W. G. Hall, stmr. 5 p. m. Friday, April 12.
 Japan and China ports—Hongkong Maru, Jap. stmr. San Francisco via Island ports—Hyades, M. N. S. S. Hawaii via Maui ports—Claudine, stmr. 5 p. m. Manila via Guam—Logan, U. S. A. T. Tuesday, April 16.
 Hongkong via Japan ports—Mongolia, P. M. S. S. Hilo via way ports—Mauna Kea, stmr. 10 a. m. Maui, Molokai and Lanai ports—Mikahala, stmr. 5 p. m. Kona and Kau ports—Kilauea, stmr. noon. San Francisco—Persia, P. M. S. S. Kaula ports—Kinau, stmr. 5 p. m. Thursday, April 18.
 Kaula ports—W. G. Hall, stmr. 5 p. m. Friday, April 19.
 Maui and Hawaii ports—Claudine, stmr. 5 p. m. Monday, April 22.
 Kaula ports—Noeau, stmr. 5 p. m. Tuesday, April 23.
 Hongkong via Japan ports—Nippon Maru, Jap. stmr. Vancouver and Victoria—Marama, C-A. S. S. Hilo via way ports—Mauna Kea, stmr. 10 a. m. Maui, Molokai and Lanai ports—Mikahala, stmr. 5 p. m. Kaula ports—Kinau, stmr. 5 p. m. San Francisco—Korea, P. M. S. S. Wednesday, April 24.
 San Francisco—Wilhelmina, M. N. S. S. Fiji, Auckland and Sydney—Zealandia, C-A. S. S. Thursday, April 25.
 Kaula ports—W. G. Hall, stmr. 5 p. m. Friday, April 26.
 Kona and Kau ports—Kilauea, stmr. noon. Maui and Hawaii ports—Claudine, stmr. 5 p. m. Monday, April 29.
 Kaula ports—Noeau, stmr. 5 p. m. Tuesday, April 30.
 Hongkong via Japan ports—Tonjo Maru, Jap. stmr. San Francisco—Shinyo Maru, Jap. stmr. Hilo via way ports—Mauna Kea, stmr. 10 a. m. Maui, Molokai and Lanai ports—Mikahala, stmr. 5 p. m. Kaula ports—Kinau, stmr. 5 p. m.

MAILS

Mails are due from the following points as follows:
 Yokohama—Persia, April 16.
 San Francisco—Logan, April 12.
 Victoria—Zealandia, April 24.
 Colonies—Marama, April 23.
 Mails will depart for the following points as follows:
 Yokohama—Mongolia, April 16.
 Vancouver—Marama, April 25.
 Colonies—Zealandia, April 24.
 San Francisco—Persia, April 16.

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